

HEAVY TAXES PAID BY MOTOR OWNERS

Codification of Present Automobile Laws Just Completed to Be Distributed.

While the automobile trade has been steadily progressing in the direction of cutting down the cost of cars and their maintenance, the thoughts of the lawmakers on motor cars have not been so happily directed.

The touring bureau of the American Automobile Association has just completed a codification of the present automobile laws. This codification will soon be ready for distribution and a copy may be had by sending to the national headquarters of the association, either at Washington or New York.

A casual study will demonstrate that automobiles are essentially subjects for class legislation in most of the States. Not only are they taxed as users of the highways, but, with some exceptions, they are also taxed as personal property. There are also States which have a third means of making the motor car owner pay. In these, the owner is compelled to take out a license to use his own property for personal pleasure.

The notable exceptions wherein the paying of one tax definitely bars all other forms are in the State of New York, Idaho, Iowa, and Oklahoma. These commonwealths specifically provide that registration is in lieu of all other taxes. To this list should be added Pennsylvania and Vermont, wherein there are no added taxes, though not so specifically provided for in the legislative acts.

Those States where the owner is required to pay a third tax are Connecticut, Delaware, Florida, Maine, Maryland, Massachusetts, New Jersey, and the District of Columbia. In Vermont, while escaping the property tax, the owner pays for a driving license. Considerable more sanity has been written into the laws regulating the speed both in municipalities and on the open road. This section shows that almost unanimously it is now realized that "reasonable and prudent" are, after all, the same viewpoints of operation.

Reasoning expression of how automobiles ought to be driven rather leads to the hope that the speed regulations will sooner or later bring about an equally unanimous set of miles-per-hour rules for definite conditions, until such time as a law like Louisiana's obtains everywhere. As now listed, these are just enough varied to make the motorist, though rather alike in their objectives, to create confusion on the part of the interstate tourist.

Louisiana recognizes that miles-per-hour restrictions do not guarantee a sane use of the highway by all its users, and particularly those using motor vehicles of great speed. It places a direct responsibility on all concerned, and should result in a more harmonizing with existing traffic conditions.

HOSPITAL FEATURE OF GARAGE HERE

Special Department Attends to All Cases Brought In by Modern Ambulance Service.

The "hospital"—devoted to the work of bringing sick and ailing automobiles back to health again—is an institution at the Union Garage.

The car that is only "indisposed," or the car that has had a long argument with a telegraph pole, is quickly and completely restored to its initial efficiency. In the repair department is found every contrivance and machine known to automobile repair and building work. The machine and blacksmith shops are one great series of the newest apparatus. The fender and radiator repair shops have their quota of "miracle" men, just as every other branch of this great organization has its specialists.

There is a 130-foot trolley conveyor for lifting and moving the heaviest of trucks, and the machine shop includes shapers, milling machines, gear cutting machines, and lathes of the latest models and patterns.

C. W. Hoover has added a remarkable innovation to this department in the wreck wagon. With this car, any wreck, no matter how severe the accident or how destructive, may be brought to the "hospital" for repair. Even though a car may have broken both axles and lost all four wheels, this car can bring it to the "hospital" as quickly as distance would permit any "healthy" car to come.

MOTOR TO MARLBORO
Spend Your Sunday for Week End at
DUCKETT'S FARMERS' HOTEL
Macadamized Road All the Way.
MEALS AT ALL HOURS.
**UNSURPASSED
Chicken Dinner 75c**
New dancing pavilion with music,
bowling alley under construction, pleasant surroundings. First-class cuisine and accommodations.

Closing Out Ford Business
50—Ford Cars Sacrificed—50
\$150 to \$300 Each
Demonstrators and used cars in first class condition. Genuine bargains for car buyers.
Used Cars of Many Makes Included in This Sale.
Come Early and Get Your Choice.
MILLER BROS.,
Automobile and Supply House,
61 Pierce Street N. E.

AUTOMOBILES
Motorcycles and Accessories.
GASOLINE CARS.
Commercial, Auto & Supply Co., 419
12th St. N. E.

Studebaker
ELECTRIC CARS.
Commercial, Auto & Supply Co., 419
12th St. N. E.

ACCESSORIES.
National Electric Supply Co.,
1228-1230 N. Y. Ave.

AUTO CLUB NEWS DISTRICT OF COLUMBIA

The following well-known Washington motorists joined the District automobile club during the past week:
Frederic L. Huidekoper, Grant Leet, the Rev. J. Phelps Hand, Stacy H. Bryant, Oscar J. Ricketts, Jesse J. Haas, Miss Eleanor Day, Frederick W. Greene, Alfred Grove Selzer, and the Rev. John Van Schick, Jr.

Among the motor tourists—individual members of the A. A. A., or members of some automobile club affiliated with the national organization—who registered at the local automobile club headquarters during the past week were:
Mr. and Mrs. William Turner, Mr. and Mrs. William Turner, Jr., of Omaha, Mr. and Mrs. Hal Parry, Harold Parry, and Miss Josephine Parry, of Omaha.

Charles A. Hanson, Charles Hagerman, J. M. Dunigan, and G. Tracy Ross, of Atlanta, and M. W. Higley, of Hartford, Wis.
Benjamin B. Myers and his two sons, Herman and Edward, of Pittsburgh.
Henry G. Worley and Samuel A. Millard, of Los Angeles.

Those who question the sanity of a transcontinental motor trip that includes the use of a "trailer" along with a seven-passenger load would change their opinion and they have been in the office of the local automobile club last week when Herman F. Pedlar dropped in for information about the Yellowstone trail.

Mr. Pedlar left Chicago early in August for a trip to Yellowstone National Park, which was opened to self-propelled vehicles today. Each seat of his seven-passenger touring car (which is of medium horsepower and sells under \$2,000) will be occupied. Trailing it will be a two-wheel, pneumatic-tired cart, carrying a complete camping outfit, including cooking utensils and table service for the crowd, and baggage.

This is not an experimental trip for Mr. Pedlar. It will be his seventh trip via the open road to the West. He is as familiar with most transcontinental motor routes as Washingtonians are with the Maryland boulevards.

"I anticipate that whatever happens unless I strike an unusual amount of rain," said Mr. Pedlar. "This is highly improbable, for the Northwest trails have little rain after the middle of June."

Next season you will note a big increase in the number of transcontinental cars pulling trailers. It's the only sensible way to travel for those who want to minimize the expense. Cars now carrying three passengers. That means from two or four seats vacant. This ratio is popular because it adds convenience without offsetting the slight additional gross cost, while the cost per passenger is cut more than half.

As explained by Mr. Pedlar, the trailer is hooked onto the rear axle by means of a universal joint. The pneumatic-tired wheels are the same size and tread as those of the car. The universal joint insures the trailer positively follows in the tracks of the machine. Weighted down with luggage and camping outfit, it holds well to the road.

While others making their first trip to local automobile club headquarters for road information, Mr. Pedlar was surprised to learn the completeness of the data on hand. Not only was he informed of the condition of the roads that comprise the Yellowstone trail, but he was given complete maps of the entire route. These were in "strip" form, carrying the motorist direct from St. Paul to the Yellowstone gate, and each section of the route carefully mapped, he can start from the Twin Cities and go clear through to his destination without further stops for road information.

Among the latter are George M. Wells, candidate for county commissioner; Edward Fuller, candidate for county treasurer; Clarence Roberts, State attorney; candidate for re-election, the Hon. Blair Lee, and C. C. Maugruder, clerk of the supreme court.

**Auto Accessory Bargains
This Week Only**
Blue Ribbon Waste, package, 12c
Dad Push Buttons, each, 75c
Lace-on Boots, Indiana, 3-in., 50c
each
Lace-on Boots, Indiana, 3½-in., 55c
each
Woolen Worker Tire Paint, 29c
package
Silver Quick, 60c
Rex No. 2 Electric Horn, 32.00
OUR WEEKLY BARGAINS SAVE YOU MONEY.

MILLER BROS.,
Automobile and Supply House
1405 H St. N.W. 41 Pierce St. N.E.

**The 1916
HUPMOBILE**
Has Just Arrived

5-Passenger Touring \$1085
or
2-Passenger Roadster \$1085
F. O. B. Detroit

Burger Motor Co.
1119 14th St. North 1292

DISTRIBUTORS
Haynes and Hupmobile

During Vacation Period
Why Not Have Us Paint
YOUR AUTOMOBILE?
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S. J. MEEKS' SON
Main 2100 622 G St. N. W.

DEMONSTRATES NEW PUNCTURE REMEDY

Product Promises to Become Very Popular With Motorists of National Capital.

A new and highly recommended product has just come to Washington which promises to have instant adoption by local motorists. It is called Kor-Ker puncture cure, and after having seen its merits demonstrated conclusively, the automobile editor of The Times, together with several members of the staff, feels that the days of the puncture specter are numbered.

Mr. C. O. Fountain, local manager of Kor-Ker sales, took the party in his car to the Vermont Garage, 1122 Vermont court, the Washington headquarters of the company. He removed a front tire, took out the casing, and by stretching the casing reopened about fifty holes which were healed to the point of being airtight. He then replaced the tube and shoe and after whirling the wheel to distribute the cure over the inside surface, pumped the tire to fifty-five pounds pressure. He then started the car and ran the tire over a board in which eight nails had been driven. The tire was projected about two inches above the surface of the board, but the tire lost no air.

The party then got into the car and was driven back to the office of The Washington Times, in front of which air pressure was taken again and the gauge still showed fifty-five pounds.

The product is not gummy or sticky and does not soil hands or clothing, and if there is ever to be a solution to the puncture problem, Kor-Ker seems to be that solution. There are a number of local motorists who have used it for almost a year although the first local sales office has but recently been established. They are highly enthusiastic over its efficiency.

"I will personally deposit the price of a new tire," says Mr. Fountain, "with any reputable Washington car owner as a positive guarantee of Kor-Ker's effectiveness. I will take that owner's old tire, punctured with a ten-penny nail, install the tube with Kor-Ker and pump it up. If at the end of a week the owner has had a flat tire caused by these holes I will gladly forfeit the price of the tube."

NEW GARAGE OPENED IN WEST END SECTION

A new garage has just been opened at 1131-41 Twenty-first street, with 10,000 feet of floor space, and so constructed that there are neither pillars nor posts at any point. The establishment will be known as the New West End Garage, and the owners have spared no expense to make it up-to-date with every possible modern appliance and convenience for patrons and their chauffeurs. For the latter there will be special quarters comfortably arranged for their particular benefit.

The building is fireproof, having detached gasoline storage tanks and rooms for the heating plant also isolated.

M. Solomon, who will be in charge of the active management, is making every effort to make the service not merely satisfactory, but to make it more of a personal nature.

Special steel lockers have been installed, each owner having one for his own use, in which tools, supplies, and accessories may be kept when either size or convenience make it impossible to carry them on the car.

Two features of the garage will be the "clean-up service" and the "chauffeur service." By the former, it means that cars may be driven into the garage any hour of the twenty-four to be washed down and cleaned. The chauffeur service makes it possible to secure a competent driver for instant service at any time, day or night.

There is but one floor, a point which the management believes will facilitate the handling of cars, whether for storage or repair work.

CENTRIFUGAL FORCE FIGURES IN TIRE WEAR

Remarkable Discovery Made at Indianapolis and Chicago Automobile Races.

There is a new factor in the wear—centrifugal force. You need not start worrying, Mr. Car-owner, at the maddest rate of speed the authorities or your judgment will permit your taking your good car, this formidable sounding force won't add a cent to your car upkeep. Over the big speedways, however, it has demonstrated itself unmistakably.

It will be remembered that up to this year such terrific speeds as have characterized the Indianapolis and Chicago classics have not been possible. Engines would not allow it, and, above all, tires could not stand up under the strain. Just about so far at just about such a speed and bang! would go the tire, often causing serious accidents and occasionally death to driver or mechanic. But since the drivers at the big races this year have practically in a body, turned to the Silvertown and only legal force greater speed been attained, but better tire service has resulted, new non-torn records have been set, and the tires have been cut down to practically nothing.

But with this new adjustment of things comes a new factor that is being carefully watched by Goodrich experts, and that is—centrifugal force. This force is, as most of us know, that tendency of a body to project itself off into space at a tangent. It is just like whirling an apple tied to a string, around your head. When a car is pulled by the apple it seems to want to shoot off into space, and, if you suddenly do let go—off it will shoot. That is centrifugal force.

It is this force which has flattened the earth at the poles. This old globe of ours is being whirled so rapidly round at the equator with that tendency to fly off into space—just as Saturn threw off its rings.

Now at Indianapolis and Chicago the tires were revolved so much faster than speeds known in the past, that centrifugal force came into play to such an extent that the sides of the tires were flattened, while in the running but the flattening tendency was realized to such an extent that the tires were removed from the rims it was found that of the three ribs forming the tread of the Silvertown the center one was almost intact. And all have the same point of contact in normal usage. At such a speed the two outer ones were of grooved wearing of the tire was a puzzle, but Goodrich Tire experts found that centrifugal force was the cause, flattening the tire sides until the center rib projected out far enough to set this extra wear. The Goodrich experts say that the tires, when the speed and strength of the heat-resisting Rubber-impregnated Cable Cord Construction of Silvertown tires. Less durable tires would have quickly burned out.

BABIES MADE BETTER BY PRAYER, HE SAYS

Father of Prize Infant Says All Children Could be made Perfect.

GLENDAL, Cal., July 31.—"Babies are made better by the power of prayer," says L. W. Sturdevant, whose six-month-old baby was awarded the silver loving cup at the Glendale festival of flowers and fruits for the most perfect infant in the "better baby" contest.

Increasing prayer, both before and after birth, is responsible for the "perfection" of Joseph Lester Sturdevant, according to his father. Sturdevant says that neither he nor his wife take any credit to themselves for the winning ability of their sturdy little youngster.

"I do not believe in getting better babies by luck," he says, as his 100 per cent bundle of perfection clasped the silver loving cup to his baby breast.

"I attribute my success to the blessing of God and prayer. If parents would pray faithfully, all babies would be perfect, even as is ours."

Nearly 150 babies entered the contest, the first ever held in Glendale, but Sturdevant's "prayer baby" won the contest hands down.

THE RADIATOR

By MONTE W. SOHN.

The newly organized International Rubber Company, of Denver, is offering \$100 to the person who suggests the best name for a new tire protector and a new brand of rubber tires.

Car owners only may enter—and may submit as many names as desired, which will be finally decided upon by five disinterested judges.

The local firm of Miller Brothers have adopted the policy of giving certain classes of service and advice absolutely free to any automobilist, no matter what make of car he is driving, or where he may reside. In order to carry out this policy with the makers of cars they have secured the services of Mr. J. B. Haviland, of Detroit, an expert, who has had wide experience as service manager for some of the best known manufacturers of high priced cars in the automobile field.

They will inspect all grades and makes of cars absolutely free of cost to their owners and if actual or incipient trouble is found in the car, no matter if it be a mechanical defect, tire troubles, battery, paint, upholstery or any other part, they will have it examined by an expert in its particular line, who will advise the owner exactly what the trouble is and how it may be remedied. This service is given absolutely free, no matter what the make of car or whether the party asking for the service is or is not a customer of Miller Brothers.

One of the first things W. E. Stalnaker, vice president and director of sales of the Pathfinder Company, did when he moved to Indianapolis was to secure an order for a number of Pathfinder cars from the Russian government, to be used by officials in the Russian army. The cars were standard seven-passenger models, and were consigned to Copenhagen and Petrograd.

Black Hand Plot Aims At Delphin M. Delmas

SANTA MONICA, Cal., July 31.—Representations of black hands cut from black paper and pasted upon the windows of the residence of Delphin M. Delmas, formerly attorney for Harry Thaw, and Robert Farquhar, a son-in-law of the late United States Senator James H. Bevel, and a prominent banker, started the police here to search for men believed engaged in a plot against the men.

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In Gas, Oil, and \$1.20
1 First Oil

**Get the Best Service
to Be Had
By Calling North 1212**

Terminal Taxicab Co.
Gray Motors.

DETECTIVES SEEKING CASHIER AT BOSTON

G. S. Inman Said to Have Left in Hurry When Experts Arrived in Office.

BOSTON, July 31.—Scores of private detectives are today searching for George S. Inman, for fifteen years cashier of the United Fruit Company, while several expert accountants are endeavoring to learn from the books of the company how near the \$100,000 mark an alleged shortage, discovered simultaneously with Inman's hurried exit from the company's offices last Thursday, will come.

Although the officials of the company are guarding all details closely, and assert that the loss to the company will be comparatively small, it is rumored the shortage may reach \$125,000. The unexpected arrival of the accountants in his offices caused Inman to take such a hurried flight that he left his hat.

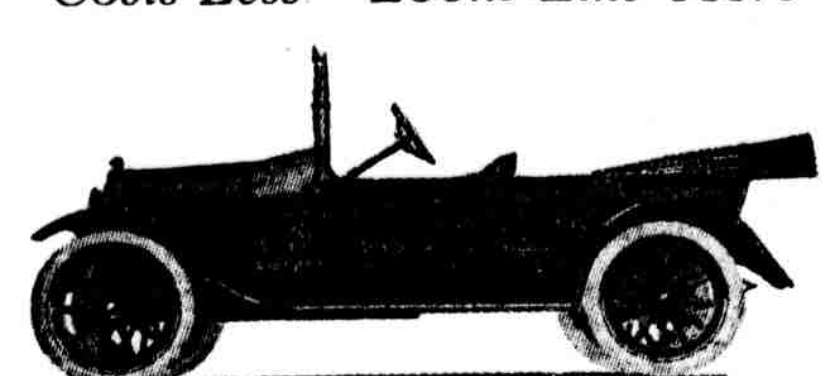
**Quits Prison Cell
For Ford Factory**
Charles Wilson, Who Won Commutation, Gets Chance With Detroit Man.

ALBANY, N. Y., July 31.—Charles Wilson quit Sing Sing prison as a result of a commutation of sentence by Governor Whitman. He will go to Detroit, where Henry Ford will employ him as a stenographer in his automobile factory, in accordance with purpose to rehabilitate convicts.

Wilson, a young man, was the stenographer before his sentence from Kings county, December 11, 1911. He was sent to Sing Sing to serve a sentence of from five years to nine years and ten months, after his conviction of assault in the first degree. His prison record has been perfect, and Mr. Ford expressed a desire to have the young man sent to him.

ARGO STANDARD

"Costs Less---Looks Like More"



Touring Car \$435

F. O. B. factory fully equipped. Electric starting and lighting system \$60 additional.

A car that will hold the whole family easily, that will take them in solid comfort anywhere they want to go—and that they will be proud to be seen in. Take your family out for an Argo ride and prove it.

Argo owners are proud of the appearance of their car. The Argo looks like the thoroughbred. Its performance bears out its looks.

Comfortable, easy riding, roomy—it gives you all the pleasure of motoring at minimum cost. Owners say that "it costs more to walk than to ride in an Argo."



The car you've hoped for, at a price you never expected.

Roadster \$385

F. O. B. factory fully equipped, 4-cylinder, shaft drive, standard tread. Electric starting and lighting system \$60 additional.

Quick Deliveries

Smith Motor Sales Co.

2017 Fourteenth Street N. W.
Phone North 5461

99 Out of 100 men say:

"If Kor-Ker will do what you claim you have a wonderful product."

Kor-Ker does more than we claim—and we truly have a wonderful product.

We want to demonstrate the value of Kor-Ker to you—we want to drive nails into our tires and show you that Kor-Ker seals the punctures instantly. But most important of all Kor-Ker stops the slow leaks that gradually deflate every tire.

If Kor-Ker will do what we claim you can't afford to be without it.

If you investigate you will be convinced.
C. O. FOUNTAIN
District Manager
Vermont Garage,
1122 Vermont St. N. W.
Phone North 374.

UNION GARAGE

This is one of a series of advertisements written to tell the public all we know about the biggest garage in the United States.

No. 4.

A Complete Motor Hospital

So large and thorough is the equipment of the UNION GARAGE that it can be happily called "a complete motor hospital." A visit to this mammoth garage—the largest in the United States—will reveal a complete Machine Shop, Blacksmith Shop, Fender and Radiator Shop, equipped with the most modern and efficient lathes, drilling machines, shapers, gear cutting machines, etc.; a monster Woodworking Shop where body building is done; a trolley conveyor capable of carrying a 10-ton truck; and many other features found in no other garages.

Another feature of interest to every Washington motorist is the UNION GARAGE "Hurry Up Wagon"—a giant wreck truck that will promptly respond to a telephone call and bring back a broken down auto, no matter how badly it is damaged.

UNION GARAGE
G St. Between 6th and 7th
C. Walter Hoover, Mgr. Phone Main 8596